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WORLD'S INFERNO

Wm. T. Brigham's Description of Kilauea.

VIVID DESCRIPTION OF THE VOLCANO

The Curator of Bishop Museum Gives Scientific Explanation of the Earth's Forces.

Written by William T. Brigham.

IN the southeast part of the Island of Hawaii is the volcano of Kilauea, in many respects the most remarkable volcano in the world; not only because it is the largest active crater, but because even in those rare intervals when the molten lava is invisible, the wonderful mechanism of the volcano may be closely inspected. We may stand in the midst of this terrible mountain builder and look upon the forces which have fashioned the crust of this earth. And when the lavas are welling up from their cisterns in the bowels of the earth, surging in the pits of Halemaumau, spreading in black, ropy streams over the main bed of the crater, or dancing in frenzied delight at their escape from the dungeons of Pluto, not alone the child of Hawaii can see the divinities of more than mortal power in the home of Pele, but the man who is not moved with awe as well as wonder in the presence of these "rock consuming fires," lighted by no mortal hand, is less than half a man.

We pass by the grand Haleakala (the dwelling of the sun), whose vast but silent crater would almost hold Vesuvius; Mauna Kea, whose cinder cones and summit lake, fed from the snows that much of the year mantle the upper slopes, are of great interest; Mauna Hualalai, whose summit is crowned with many pit craters and cones, but whose fires have been invisible since early in this century. Passing also Mauna Loa, the mightiest if not loftiest of Hawaiian volcanoes, whose fires are only "banked" and come far down on the southeast slopes of this last giant to a vast pit between seven and eight miles in girth and varying between seven and twelve hundred feet in depth, which seems to the casual observer no more than a lateral orifice of Mauna Loa.

However the traveler approaches Kilauea, were he not warned of its existence and on the alert to spy it out, it would break upon him in unexpected suddenness. He might come from Hilo and climb four thousand feet without appreciating the elevation, pass through luxuriant forests and at last come abruptly through green fields upon the very brink of the crater. Or on the other hand he might ascend no steeper path from Kau and in the midst of dry and gravelly desert come as unexpectedly upon the crater. No trembling of the ground, no clash or roar betokens the near presence of this mighty monster. Standing on the brink of the vast amphitheater, whose massive walls are seamed with many an earthquake, whose floor is covered with frozen stone which glistens in the sunlight, while far in the distance rises the mysterious smoke, the traveler does not live who cares to know no more of what is before him. A longing to know the past and the causes of the mystery struggles within him.

While the records of Vesuvius go back twenty centuries, those of Kilauea bare cover a hundred years, and beyond this all must be inference. In imagination we may strip off the lavas which Mauna Loa has poured against the sides of his neighbor and we have a mountain as high as Vesuvius but of more than twice its diameter (twenty miles). If it stood alone it would be nearly as prominent as the cone which guards the bay of Naples. Mauna Loa, perhaps the grandest dome in the world, nearly 14,000 feet high, has a slope of only seven degrees, which is about that of Kilauea.

The foundations of Kilauea are laid deep beneath the surface of the sea, but to illustrate its formation we may suppose a mouth in upper air communicating with some internal source of lava around which successive outflows, the action being intermittent, form a wall around the mouth or crater, and so raise the lava column until the walls are no longer able to withstand the pressure, when they give way and the lava escapes to some lower level by the rent. When the lava stops flowing, at the end of a so-called eruption, the rent is closed by the cooling lava and the growing mountain may be stronger than before at that place. This mountain building may be readily seen on the slopes of Loa, where the flows may be traced on every side.

When by this process of overflow the mountain had reached its present height of about 4000 feet, this breaking action became the rule and for centuries the height has not increased by overflows from the rim of the crater, the volcano expending all its energies in increasing its bulk on the lower slopes or below the sea, and so strengthening its crater walls that successive eruptions have risen to a greater height before bursting out, and if this action continues the overflow from the crater will be resumed in the not distant future. But let us look back a hundred years instead of speculating on a very uncertain future. Probably for years—it may be centuries—Kilauea had been quiescent, when in 1789 took place a paroxysmal eruption quite similar to that from Vesuvius, which destroyed Herculaneum and Pompeii in 79. We may fairly suppose that Kilauea had been long quiet when Keoua led his army from Hilo to Kau to battle with Kamehameha the Great. As they approached the crater by night a terrific eruption took place, "throwing flame, cinders, and even heavy stones to a great distance." To the terrors from below were added electrical disturbances in the air, and the frightened soldiers dared not proceed. On the following two nights the disturbances continued and the army decided to move on; but hardly had the van reached the southwest edge of the crater, when "the ground began to shake and rock beneath their feet and it became quite impossible to stand."

A black cloud rose from the crater amid flashes of lightning and the roll of thunder, spreading like night over the whole region. The blue and red lights from the pit below, and the blinding lightning from the black pall above showed too clearly the sand and rock fragments that, thrown high in heaven, came showering down upon the army, burning to death and otherwise maiming. The main body of the army was wholly destroyed by steam or heated vapors, but not buried in sand or injured by falling stones, and as the outburst slackened the rear body passed in safety, leaving unburied the bodies of their comrades.

All around the crater are the results of this terrific eruption. First came volcanic sand or ashes, then stones—some weighing over eight tons—and finally the curious green froth or ilmu which takes the place of pumice in this volcanic region. These deposits are many feet thick to the south and west of Kilauea, but are quite distinct even in the region of the Volcano House. The rocks now scattered over the neighborhood seem to have been torn from the walls of the crater by this violent eruption. Vesuvius, after a long

(Continued on Page 5.)

WILL MAKE EXHIBIT AT ST. LOUIS

At a meeting of the executive committee of the Builders and Traders' Exchange held last evening it was unanimously decided to render active assistance to the Merchants' Association in their project for a fair and fiesta in July. The Builders' Exchange decided to take as large a space for a display as would be allowed by the fair promoters and will make the exhibit the finest of any, sparing neither expense nor pains in this attempt. They intend to allot the space to the various members of the exchange and separate exhibits will be made, but the individual members promise to do all in their power to carry out the plans of the executive committee. Every style of Hawaiian and Eastern architecture is to be represented, and there will be included also animated exhibits which it is intended shall carry off any prizes offered for the best display.

It was decided also to co-operate in every manner possible with the general committee which has in charge the plans for making a display at the St. Louis Exposition, and the builders will of themselves be represented at the Trans-Mississippi Fair. It is intended in this connection to make an exhibition of Hawaiian architecture which will convince the people of the United States once and for all that Hawaii is not a country of grass huts, hula dancers or cannibals.

The need of a building inspector in view of the recent accident to a Japanese wall was the subject of prolonged discussion and there was a hearty endorsement of the efforts of Superintendent Boyd to provide for such an official. Messrs. Gartley and Pinkham, who had interviewed the Superintendent of Public Works upon the subject, made a favorable report.

Building laws for the city were also discussed but no action was taken in this matter, as there has already been drawn up a system of proposed laws which was approved by the Builders' Exchange. These laws were endorsed by both the Republican and Home Rule parties, and incorporated in their platforms at the last election, but the bill was crowded out during the Legislative session. An effort will now be made to bring these proposed laws to the fore again.

Four members were elected at last night's meeting as follows: W. F. Wilson Co., Judge & Mattos, W. E. Rowell and W. C. Weedon.

Those present at the meeting were: President Gartley, L. F. Pinkham, G. Fred Rush, Arthur Harrison, G. H. Craig, James Nott, Jr., and Guy Owens.

RAPID TRANSIT LINE TO GO UP TANTALUS RIDGE

Plans for an Electric Railway are Complete. Much of the Money Needed in Hand. Canvassing Being Done.

RAPID transit to Tantalus before the end of the year 1902 is the present prospect. According to assurances already given by some of the leading monied men of the city who have homes on the mountain side, the capital will be forthcoming for the speedy completion of the line. Surveys are already at hand, lines have been run and the chances are that work will begin within sixty days upon the grading for the roadbed.

The plan for the financing of the project has been agreed upon, the new prospectus is being prepared and within a very few days subscription lists will be in the hands of solicitors, who will present to the owners of mountain real estate and the business men of the city the plan for the opportunity to assist in the carrying out of the extension of the mountain climbing line. While there will be no cutting up of the shares of stock there is expected to be such an appeal to the business men of the community that the stock will be taken very quickly and the work inaugurated immediately the issue has been subscribed.

The proposed line of rails will be an extension of the present Pacific Heights railroad. There has been laid up to the present time something in the neighborhood of two and one-quarter miles, running from Nuuanu street to the terminus at the tea house, some 850 feet above sea level. To this line will be added five miles, in round figures, the length of the extension being governed in many respects by the course which is finally selected for the road. The present capital stock of the Pacific Heights Railroad Company, Ltd., is $125,000. There is a privilege of increase so that the course will be simply to add $50,000 to this capitalization. This addition, with the treasury stock, amounting to $50,000, will provide $100,000, which will be sufficient to construct and equip the road.

The status of the negotiations, which have been going on for some time past, is that a syndicate of business men of the city have offered to guarantee a large percentage of this sum, variously stated at $30,000 to $40,000, if there is shown sufficient interest in the enterprise by others to insure the raising of the remainder of the sum. It is to see that the remainder of the money is raised that the canvass of the city is to be made, and from assurances already given the outlook is that within the month there will be such progress that the entire issue of stock will be taken up, or that some bank will agree to underwrite the scheme. There is some interest felt in the plan among San Francisco men who have visited the city and had an opportunity to inspect the Heights and the mountain side back of them, and it is believed that in the event of there being a failure to raise the money here some of it may be had on the other side.

The larger subscriptions are contingent upon the success of the scheme and these make it probable that the work may be inaugurated before the end of the summer, for of the many men so far interested in the plan all have recognized the advantage which will come from the extension of the line and it is more than likely that the pledges will be readily secured. As soon as the amount needed has been pledged the first call of money to start the grading for the stretch of the road immediately above the present terminus will be made, and the stock will be made paid up gradually until the entire line has been finished.

The route for the line has not been laid out finally owing to the fact that some of the men whose support will mean most to the road, men whose subscriptions will count, have asked that they be given opportunity to examine the various plans so that they may have an opportunity to vote upon the selection of the course. The surveyors who have gone over the line have laid out three separate routes. They each run up the Ewa side of the Pauoa Valley, in a comparatively straight line from the end of the rails at this time, the difference making itself manifest when the crossing to the Tantalus ridge begins. The lowest route turns to cross at 1150 feet elevation from the sea, while the highest one runs up to 1450 feet, the middle one being almost exactly between the two. The proposed route highest up the valley will cross from Pauoa to Makiki by the low pass between the peak of Tantalus and Konahuanui, and thence proceed down to the level of the Schmidt property and across to the Manoa Valley side.

The two lower level routes will cross the tableland at the head of Pauoa Valley and, turning to the sea, will come around the point where, after crossing the neck between the lower and upper ridges, the wagon road winds around the head of Makiki Valley. By one of these lines the electric road is carried above the wagon road and by the other it runs below. The conformation of the mountain side is generally followed, there being in only one or two places any bridging, until the extreme head of the gulch is reached, where the line either crosses in front of the Hackfeld home, or counters along the side of the spur until it comes to the road which ends at the residence of Dr. C. B. Cooper, where it turns to the left, running back to an easy crossing to the Schmidt property.

In every instance the proposed terminus of the line is the same. This is at the front of Sugar Loaf mountain, where there are now under way several residences and where there has been put on the market recently some pieces of property which will be so used in the event of the construction of a transportation line from the city to the top of the mountain. There may be a loop about the round top of the mountain, as the scenic feature will be allowed to enter largely into the plans for the construction of the line.

The road as proposed will offer a most attractive line for the tourist, the while giving to people of the city an opportunity to enjoy the health-giving breezes of the mountain top, instead of sweltering down town. The ride up the backbone of the Waikiki Nuuanu ridge will afford a chance to see every portion of the city at some stage of the trip, as well giving a panoramic view of the western end of the island, including the plantations, the lochs and the Waianae mountains. The views down the valleys which are crossed, the mountains, mostly cloud capped, and finally the look across the channel to Molokai, will offer such a rare combination of views as to satisfy everyone.

Should the present plans be carried through work will begin not later than the middle of August, and as the line will be opened to travel as soon as any substantial portion of it is completed, there will be an opportunity to visit the mountains by electric power before the end of the year if in fact the entire system is not then in operation. The material will be hauled on the line as it is built, and there will be operated freight service, which will mean the transportation of all the supplies for the new construction, which is expected to be very heavy in the Tantalus district during the present year.

ROMANCE OF JAPANESE WHO WAS ONCE IN THESE ISLANDS

A Castaway Who Visited the United States Before Perry's Time and Returned to Japan via Hawaii.

JOHN MUNG, who as a Japanese lad, was well known to the people of this city and Fairhaven, is dead. Although his demise dates back to November 12, 1898, only a few people in this section knew of the fact. Death was caused by apoplexy.

Mung, or to use his name correctly, Manjiro Nackahama, will be remembered by older citizens as the lad who was brought here by Captain William Whitfield in the whaling ship John Howland about 1839. He was called John, for the ship which brought him to America, and Mung, the nearest approach to the pronunciation which he gave of his name.

The circumstances under which Captain Whitfield fell in with him him are certainly interesting. While cruising off the Japanese coast a wreck was sighted upon which were seen human beings. It was there that Captain Whitfield found the lad with other Japanese, all of whom were nearly exhausted from exposure. He took them off and afterward landed them, all but Mung, at the Sandwich Islands. The captain took such a fancy to the lad that he brought him home with him, and he afterward lived in the captain's family, residing in Fairhaven for years. There he attended school and was a classmate of Selectman James H. Howland, who well remembers him as a youngster. Finishing school, he learned the cooper's trade, and later he went whaling, sailing out of the port with the father of Medical Director George F. Winslow, U. S. N. He made one or two voyages, and possessed such ability that he could be truly termed a sailor from "truck to keelson."

While a youngster he was frequently asked why he did not return home, and his answer always was the same: "I want to, for I like to see my mother; but if I do they will kill me." His love for his mother was something touching in its sincerity. He never, so it is said, mentioned her without breaking out into tears. Finally he reached California while on a whaling cruise, and there he learned that some of the men who had been taken off the wreck with him were still in the Sandwich Islands, and there he went to find them. He had got it into his head that he must see his mother, and prevailing upon his countrymen whom he found to go with him, they purchased and equipped a whaleboat with the understanding that he should be the navigator on its cruise.

The party engaged passage an a merchant vessel, bound for Shanghai, China, taking along with them the whaleboat. It was agreed that the whaleboat should be launched at a point in Japan nearest to his home and that the members of the party should take to the boat to reach shore by themselves.

When off the point agreed upon it blew a fierce gale, and the captain of the ship on which passage had been secured objected to letting Mung and his comrades leave, but he insisted so strongly that against his own judgment the boat was launched and the little party headed for their native shore, which they reached without mishap.

Reaching land, Mung told his story of shipwreck and rescue and effort to reach home. What to do about it was a mystery. He was looked upon as a foreigner and imprisoned, but finding some who believed his story, he was taken from place to place, until he reached the center of government. There his experience in America was derided, and he was mocked at as a dreamer, until the Japanese government learned that an expedition was fitting out in the United States to visit Japan, when the government decided to test his knowledge of the English language and he rendered valuable services to the government as interpreter when Commodore Perry opened up negotiations with that country.

While in prison he translated Bowditch's Navigator into Japanese, and after his participation in the negotiations with Commodore Perry he was held in high favor and rapidly obtained positions of trust and honor. He became an officer in the Japanese navy, his knowledge of the sea and navigation being thoroughly appreciated.

Twenty years or more after his return to Japan he came to the United States as a special ambassador from Japan, and on that occasion one of the first places which he visited was the home of his old friend, Captain Whitfield, where he was given a hearty welcome and where he renewed many of his old acquaintances.

He leaves four sons and one daughter. His sons speak and write English fluently. The eldest son studied medicine in Germany and is now a practicing physician in Tokio and a member of the board of health of that city. The second son is a lawyer in the Imperial Japanese navy, the third is an architect and also resides in Tokio, while the fourth is a lad still attending school.—New Bedford Standard.

MOHICAN WILL SOON BE HERE

The United States training ship Mohican will probably arrive in port Friday of this week from Yokohama for a stay of two weeks.

The Mohican was in Honolulu several months ago on her annual summer cruise, coming here from Hilo. Since leaving Honolulu the cadets aboard the Mohican have been seeing considerable of the world. The Mohican sailed from here to Pago Pago and then to the Philippines, after which there was an extended cruise in Oriental waters. The Mohican sailed from Yokohama on May 18th for this port, and should arrive here, according to advices from Japan, about the 20th of this month. According to her itinerary she was not due in Honolulu until June 23, but having sailed from Yokohama three days earlier than scheduled, she should arrive that much sooner.

The Mohican will make the longest stay of the trip in Honolulu upon her next arrival. The cadets aboard her will celebrate the Fourth of July in this city, and on the following day she will set sail for Bremerton. From there she goes to Victoria, then to Port Angeles, and will wind up her cruise in San Francisco on September 10th.

PLANS FOR HILO DOCK

Work Will Begin In the Early Fall.

LUMBER FOR THE WHARF COMING

Dredger May be Run by Electricity — Breakwater Would Make a Good Harbor.

AS soon as the lumber which is now ordered from the Coast arrives at Hilo work upon the construction of the new docks will be pushed. The limit of time for the completion of the work is January 1, 1903, and if there are no delays because of failure of lumber to arrive, there will be no difficulty in completing the wharf and the work connected with it within the space.

F. J. Amweg, who is at the head of the Hawaiian Construction and Engineering Company, which has taken the contract for the work, will leave for Hilo today for the purpose of looking over the ground. He will make all arrangements for the contract and in addition to the ordinary plans will pass through some special features if possible. Mr. Amweg, as one of the most competent engineers of the Islands, he having laid out and constructed the main line of the Rapid Transit road, and been in charge of some of the most perfect modern construction in the city since, will have immediate control of the job and will make it one of the most acceptable in the Territory.

One of the features which Mr. Amweg proposes to introduce, if it is possible, will be the use of electric power for the purpose of driving the motors of the dredging machinery, which he will build for use on the contract. There is a deal of dredging to be done and if the prices of power are fair, which is expected owing to the fact that water power is used in its generation, then the engines of the suction dredge will be connected with electric motors, the current being carried down the wharf and out to the dredge as it progresses. This will be a novelty in power transmission, but if once installed will make a considerable saving over coal, which would cost for a two-shift day at least $75.

There will be in the wharf something like 50,000 lineal feet of piling and nearly 700,000 feet of lumber. The wharf will be 800 feet long by 100 feet wide, and though at the present time there is not contemplated a wharf shed, it will come in time. The construction calls for eleven piles to each bent, and two fender piles, making thirteen to each section. The floor work will be of the heaviest planking and the contract calls for the best timber and the highest class workmanship throughout.

The dredging for the vessel berths alongside the wharf will follow the work of building the dock. The Bowers type of dredge will be worked, the material taken out being used to fill in the flats. There will be provided thirty feet depth alongside the wharf and the entrance will be made wide enough to permit any number of vessels possible alongside the wharf, to come up to it at low tide. The tracks of the Hilo railroad will be laid out on the wharf to its end, so that the loading and unloading of vessels will progress with dispatch. The wharf dredging will cost close to $125,000.

"I am of opinion that the construction of a sea wall will make the Hilo harbor one of the finest possible," said Mr. Amweg yesterday. "There is a reef which would furnish the base for the wall, and once completed there would be an enclosed harbor sufficient to hold all the commerce that Hilo will have in many years. As it now is there is considerable swell and this may prevent the use of the wharf except on the mauka side when there is any sea on at all.

"There will be plenty of room for the ordinary shipping and later, in the event of the construction of the wall, the wharf will furnish an admirable center for the business of the port. The dock itself will act as a breakwater to some degree and will make it possible for any ship to lie there during heavy weather. I expect that we will begin work by the first of September but it may be later, if our timber does not come to hand."